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2	UNITED STATES BANKRUPTCY COURT
3	SOUTHERN DISTRICT OF NEW YORK
4	Case No. 11-10789-REG
5	x
6	In the Matter of:
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8	KOREA LINE CORPORATION,
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10	Debtor.
11	
12	x
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14	U.S. Bankruptcy Court
15	One Bowling Green
16	New York, New York
17	
18	June 21, 2011
19	10:46 AM
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21	B E F O R E:
22	HON. ROBERT E. GERBER
23	U.S. BANKRUPTCY JUDGE
24	
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2	HEARING re Doc #60 Motion to Vacate Certain Orders of	
3	Attachment and Turnover of Attached Funds Pursuant to SS 1507,	
4	1521(A)(5) and 1521(B).	
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THE COURT: Well, as I said we have a very busy calendar today. Let me get appearances on Korea Lines and then I want everybody to sit down or stand by because I have some preliminary comments. For Korea Lines, petitioners?

MR. POWER: James Power of Holland & Knight for the receivers of Korea Line Corporation.

THE COURT: Okay, Mr. Power. And do I have Mr. Simms for World Fuel Services?

MR. SIMMS: Yes, Your Honor.

Gentlemen, make your presentations as you see fit but my questions, principally to you, Mr. Simms, is how in the world can your client have laid in what amounts to an attachment on what you did after you knew about the insolvency proceeding in Korea? Such an act, if performed in the United States, would have been unthinkable and a slam dunk violation of the automatic stay. And as I understand the Korea law, Korea doesn't countenance that kind of activity any more than the U.S. courts do. So please tell me the basis upon which you took that action, whether it was just some kind of feeling that Korea wasn't entitled to extra territorial protection or maybe arrogance or what.

And then my other question to you, Mr. Simms, is why this isn't controlled by the decisions of Judge Glenn and by

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1	Judge Leisure in Atlas, and forgive me, I have to go back over
2	my notes to find Judge Leisure's decision. It seems to me, the
3	only thing that is even fairly up for debate is whether the
4	fact that you had a gun to Korea Line's head so it could free
5	up its ship and it had to substitute collateral, takes this out
6	of the Atlas principle. So I'll need to hear from you on that,
7	Mr. Simms.
8	Mr. Power, especially since Mr. Simms is participating
9	by phone, would you use the main lectern, please?
10	MR. POWER: Yes, Your Honor. Would you like me to go
11	up first?
12	THE COURT: Yes.
13	MR. POWER: Okay.
14	THE COURT: Yes. Technically this is your motion,
15	right?
16	MR. POWER: Yes it is, Your Honor.
17	THE COURT: Go ahead.
18	MR. POWER: So obviously James Power for the
19	receivers, in order, because the Court does have a busy docket
20	today, I'd like to streamline this particular motion, if I may.
21	There has been some additional discussions between myself and
22	counsel. I understand that World Fuels has been paid some
23	portion, I cannot attest to what because it's been primarily
24	paid by a third party, owner of the vessels, so the amount that
25	was being claimed has now been reduced by payment. However, to

some extent that's immaterial in the sense that, as our motions state, and this is the turnover motion that we filed in support of a turnover of 706,000 dollars that was posted post-Korea Line liquidation in Korea, for the release of bunkers that were aboard the vessel New Horizon.

Again, we stand on our papers however from the opposition of World Fuels there is, perhaps, a point that the Court would like further input on and that's the issue of what effect does custodia legis fees, if in fact they're even awardable in this particular case, have on the Court's ability to issue a turnover. I submit, custodia legis fee -- there is no pending order for custodia legis fees.

THE COURT: Strictly speaking it's not a turnover it's an entrusting. Judge Glenn dealt with that issue in Atlas, didn't he?

MR. POWER: Yes, particular in a post-liquidation sense. We did, and our orders make clear from -- we sought a lift stay order from Your Honor to even move forward in California to post the 706,000 and then we made clear, before the district judge in California that the posting -- we were preserving all our rights, that this was being posted subject to all the applicable law and that this was merely a mitigation circumstance in which the vessel and its fuel could depart to continue operating, rather than having it tied up for nine -- for four to six months pending recognition. And in fact, as we

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Page 7 1 state in our papers, it was unclear at the time and in fact it 2 would have likely been improper for us to appear prior to 3 getting recognition to seek a vacator of any attached --THE COURT: Because Chapter 15 is the gateway into the 5 United States courts. 6 MR. POWER: Yes, Your Honor. 7 THE COURT: Chapter 15 recognition. 8 MR. POWER: Yes, Your Honor. And that relief, 9 specifically, we felt and I believe there's ample precedent for 10 it including a Central District of California case, which I was 11 involved in, in which the court says you cannot appear unless you get Chapter 15 recognition, and that particular case, 12 13 that's the MV Brigitta, we were merely seeking two weeks to 14 assess the situation to see whether we would be filing a 15 Chapter 15. As opposed to a case like this whereas we would be 16 seeking a vacator. 17 And again, based upon the law which we knew was in place, because we had participated in some of these cases, 18 including Judge Leisure's case, which was also pending before 19 20 you in a Chapter 15, that's the Britannia Bulkers A.S. 21 essentially knew, based upon the litany of cases, including 22 applicable Second Circuit authority in Cunard and Vitrix (ph.), 23 that it was all but, sort of, a foregone conclusion in our mind 24 that any amounts posted here would be -- would ultimately be

released as a liquidation proceeding had already been begun and

this was, sort of, a -- this was a prejudgment post-liquidation security context. Which, as the Court has correctly noted,

Judge Glenn and also Judge Leisure had stated in those situations that it should be turned over to the trust and care of the receivers in Korea for distribution.

THE COURT: Pause please, Mr. Power. Am I correct that in this case, as in I think at least Atlas and perhaps also Britannia Bulkers, World Fuel Services will be free to make whatever arguments it wants in the Korea courts?

MR. POWER: Absolutely, Your Honor. Yes. Korea

Lines -- the Korean law, like U.S. law, will afford unsecured

creditors an opportunity to submit claims and they will be

adjudicated in ways similar, which we have submitted some

supporting Korea law declarations, but it is not -- it is in no

way offensive or outright contrary to U.S. law principles in

the way that the estate is administered in Korea.

And in fact, again for the record, it seems that -- I understand, based upon my discussions with my client only several days ago, that Global Bonanza, which was the actual owner of this vessel, if we recall Korea Lines owned the fuel that was on this vessel that it was actually chartering from the owner. The owner has made payments to World Fuels and in fact, I understand, has submitted claims in the Korean bankruptcy proceeding for recovery as a non-secured creditor. So in fact not only does Korean law allow it to happen but I

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1	understand it is actually happening, that unsecured creditors
2	are submitting claims at this point in time.
3	THE COURT: And what, if anything, in the order you
4	want me to approve would foreclose World Fuel Services from
5	arguing that it's not just an unsecured creditor but it's a
6	secured creditor so long as it goes to Korea?
7	MR. POWER: Well, in fact I don't think it is a
8	secured creditor.
9	THE COURT: I understand your position that it isn't
10	but you're not asking me to decide that issue, right?
11	MR. POWER: I don't think it's necessary. No. Not
12	that's in the purview of the Korean court, to decide what the
13	nature of and the status of the claim that World Fuel has. In
14	fact, you know, just because it basically raced to the
15	courthouse, so to speak, and attached the vessel once the post-
16	liquidation had been filed in Korea that is not U.S. law
17	should it would not be appropriate for the bankruptcy court
18	to determine to create a secured right whereas there may not
19	be one in Korea just by the fact that they had sought
20	prejudgment security in a post-liquidation context.
21	THE COURT: Okay. Fair enough. All right. Mr.
22	Simms?
23	MR. SIMMS: Your Honor, Mr. Powers is correct. We did
24	talk beforehand.

World Fuel, after the payments its received is owed

340,642 dollars. So World Fuel is ready to -- I think the present lift stay order allows for this, to put a stipulation into the Central District of California that would immediately release 354,000. That would leave 352,000.

We do expect to be paid by the third party that Mr.

Power has mentioned, next week, 155,753. When that comes in

World Fuel would stipulate to the release of that amount, which

would leave -- I'm sorry, 196 is what we'd be paid which would

leave 155,000 in the Central District of California.

Answering the question why did World Fuel do this?

World Fuel believed that it could, that it wasn't restrained by Korean law and the interesting thing about this, Your Honor, is that the Korean receivers in the Korean proceeding, I think there is arguably jurisdiction over World Fuel because there is an affiliate office in Seoul, didn't move for any sort of contempt or anything like that against World Fuel, even though World Fuel went in and attached, after the preservation order was entered.

But instead, post-petition, decided through -- in some order of the Korean court, we suppose, because there was a preservation order entered preventing the transfer of any funds, to transfer those funds to the court in the Central District of California. And -- so that's -- it seems to confirm what World Fuel was thinking was perfectly all right to do. And so that is our response to the court on this point.

And the fact that it was a post-petition transfer
leaves open the question well for what purpose was it? Was
it there's no allegation that the money just slipped out,
Korea Lines doing it by itself, the receivers knew that this
was happening. World Fuel views this more as an accommodation
to this dispute that it was having with Korea Lines and a first
day order to critical vendor and World Fuel was one of the main
fuel vendors to Korea Lines, which is still running ships, than
it was an attempt to try to nail World Fuel for doing something
that was violating the Korea court's order. As a matter of
fact, until the reply has come in there's not been any
suggestion that World Fuel is in some sort of danger for the
Korea bankruptcy.
And so that's why World Fuel did what it did and

And so that's why World Fuel did what it did and here's where we are with money -- and this is -- makes the case distinct from the Britannia case and the other that they're talking about, because here there is money deposited into the Central District of California and when the Central District issued its order providing for that deposit, it said that the money could be dispersed pursuant to the order of the bankruptcy court and that court.

THE COURT: Well, doesn't it say and/or, Mr. Simms?

MR. SIMMS: Yes, sir.

THE COURT: Well and/or is different than and, isn't

25 it?

MR. SIMMS: And/or and and, Your Honor, the way that we would read that is that there would be an order of this Court, which the Central District then would take for release of the -- and consider for the release of the funds or there would be a release of that order of the Central District court.

And searching the case law on the question of whether, and considering we have two Article III courts, one Article III court can order another to do something. I don't think it's as clear as the receivers would like it to be.

I was looking at the subsequent proceedings in this

International Banking Corporation case, which was Judge

Bernstein's case. And the receivers said yes, the court has

considered whether it can order a state court to let go of

money deposited with a state court, I think there it was with

the sheriff of the Supreme Court. And the way it was resolved

on May 11th, docket number 80, was that the parties agreed to

lift stay to then go back to the state court and determine what

had happened to the money. And so that's what World Fuel would

say should happen here, because there's never been, as far as

we can tell, a situation where when you have a maritime remedy

and there's a rest, which is what the court's jurisdiction

depends on, another court has said you have to give up that

rest.

In the -- I think in the Britannia proceedings it was the same court, it was the Southern District Bankruptcy Court

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1	ordering the release of the rest before, which wasn't even held
2	by the in the court registry, it was held by a bank. The
3	same court here, though, you've got coming into this 28 U.S.C.
4	2042 which says no money deposited under section 2041, which is
5	what it was deposited under, shall be withdrawn except by order
6	of court. The question is, okay, does that mean any court?
7	Does that mean the specific court that ordered the deposit? No
8	limitations on it.
9	But what World Fuel would certainly agree to do is, if
10	there's necessarily a lift stay, to go to the Central District
11	of California and have the Central District affect, which the
12	receivers would do, that this Court's order of release, that
13	that's the place to have the question of what happens to the
14	remaining money resolved.
15	THE COURT: Okay. Anything else, Mr. Simms?
16	MR. SIMMS: (No response).
17	THE COURT: Mr. Simms, anything else?
18	MR. SIMMS: (No response).
19	THE COURT: Mr. Simms, are you still with us?
20	MR. SIMMS: Yes, sir.
21	THE COURT: Do you have any further comments?
22	MR. SIMMS: No, sir.
23	THE COURT: Okay. Mr. Power, reply?
24	MR. POWER: Yes, Your Honor. I'd like to, perhaps,

just simplify exactly what happened in this particular case,

that Your Honor was part of some of the proceedings, because we had sought Your Honor's authority and order to allow Korea

Lines, the receivers, to move forward with negotiations as they saw fit in a post-liquidation context, wherein they had their cargo -- their fuel oil onboard a vessel that they had chartered, currently under attachment in a port in California, within the jurisdiction of the Central District of California.

The receivers, in this particular context, obviously were charged with management of the company. The rehabilitation proceeding is one akin to a Chapter 11, in which the company is an ongoing concern. They have to make business decisions on a daily basis.

It stretches no bounds of the imagination that coming up with 706,000 dollars as a payment, where they could achieve the immediate result of its vessel and the cargo for the vessel to continue to move on, earn money, preclude claims from cargo and also, most importantly, limit the amount of accruing damages, both to World Fuels if in fact it was determined that they wrongly attached a vessel. If we elected not to do anything the vessel would have stayed, under attachment, in California for no less than a period of two to three months because we would not have been able to make, under the law as we see it, and that's the Brigitta case in Comtrex (ph.), we would not have been able to make any case vacating the attachment until we had recognition before Your Honor.

So if Mr. Simms is asserting before Your Honor today that through -- obviously through force of hand of having one of its assets attached, that Korea Lines could not make a business decision and exercise its right, under the admiralty rules, to post substitute security to have a vessel released, I think that it basically turns any rehabilitation proceeding on its head in that you would have these unsecured, prejudgment creditors attaching assets and having, basically, the assets stay immobile, preclude them from having -- earning any income, which is obviously the nature of the entire business of Korea Lines, up until the time where a Chapter 15 proceeding is granted.

And then what would we have, and Mr. Simms could attest to this, the cost of having a vessel be maintained in the port of Long Beach, the cost of having the crew, the cost of having the wharfage, not to mention, obviously, the delays in delivery of cargo and so forth.

So obviously it stretches no bounds to -- for this

Court to see that the judgment made by the Korean receivers in
a post-liquidation context in their -- as they were charged
with their duty of running the company, this was made in a
purely mitigation factor. That the money here was -- came to
the United States for the purposes of allowing the vessel to
continue to trade. And it was not done so in any offense to
U.S. law, because in fact U.S. law allows to any owner of a

vessel or owner of property that's been attached under
admiralty rules, to post substitute security. And as we've
cited in our reply memorandum, substitute security is exactly
what it is. It's a substitute for the rest to allow a vessel
to go out and trade and they would have a set amount of money
here. In fact, Mr. Simms had asked for significantly more, 1.2
million and 1.7 million. And what we had determined was, at a
maximum he would only be entitled to the amount of the cargo
I'm sorry; the amount of the fuel and we determined that the
amount of the fuel was 706,000. So that is all we elected to
post. We didn't elect to give him the entirety of his claim in
substitute security; only what was legally allowable for us to
post, which was the value of the property attached. And we
determined, and Mr. Simms agreed, that the value of the
property attached was 706,000 dollars and that's all we posted
and then the vessel sailed away.

And I think when we came to this Court to get that order, I think the Court knew exactly what we were doing in that we -- and we advised the Court clearly, Your Honor, as well as the California court. And it's clear with the savings clauses that we had in here, that all parties reserve each of their rights.

We were not -- we were posting this with the intention, and Mr. Simms knew that because we disclosed that, with the intention of seeking a turnover order when it was

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proper and that is upon recognition. And now we are here to the Court today asking the Court for something that we had intended to do, which is seek a turnover order, from day 1 when the 706,000 dollars was posted.

And I also would like to make one further point. This case is -- is simple in the context that we are not faced with a California District Court Article III judge order granting custodia legis fees. In other words, I would submit that for a California district court to move forward with making a determination of custodia legis fees and trying to award them, that they would need permission from this Court to do so, because it would affect the assets of the estate.

So we are not faced with an order granting custodia legis fees. We are only faced, at this point in time, with money that World Fuel says should -- money of the Korea Lines estate which World Fuel says it should be given an award of custodia legis fees out of these funds.

So I think that's a marked difference and one that may have different consequences. But here luckily enough, I think, for Korea Lines and for the deliberations of this Court, we are not faced with any district court order awarding any custodia legis fees. So they are free to be transferred over without any impending contrary order from an Article III district judge.

THE COURT: Anything further, Mr. Power?

MR. POWER: No, Your Honor.

THE COURT: All right. Have a seat, both sides please.

(Pause)

THE COURT: Gentlemen, I'm granting the petitioner's motion with some refinements. Those refinements, principally to more closely conform my ruling to the words and rationale used by my colleague, Judge Glenn, in the astoundingly similar case of In re Atlas Shipping AS, 404 B.R. 726 and the similar analysis by Judge Leisure of the district court in this district in Britannia Bulkers, CSL Australia Party Limited vs. Britannia Bulkers, 2009 Westlaw 2876250.

And because I have such a busy calendar today, I'm not going to speak at the same length that I would otherwise. I'm going to summarize the bases for this decision, reserving the right to issue a written decision or a more lengthy dictated one if either side, presumably World Fuel Services, chooses to appeal or, though I would hope it wouldn't, to collaterally attack my order somewhere else. My findings of fact and conclusions of law for this determination follow.

First, the facts, at least as relevant here, are undisputed. After the commencement of the insolvency proceeding in Korea but before recognition had been obtained in this district in the Chapter 15 case that was filed here in New York, World Fuel Services sought and obtained an attachment

under the applicable admiralty rules in the Central District of California, of the value of the bunkers then estimated to be approximately three quarters of a million dollars. And because, as a consequence of that attachment, the transport of that ship in international commerce would be blocked until and unless substitute collateral were posted, which would enable that ship to sale.

With an appropriate reservation of rights, the petitioners of Korea Line's substituted collateral in substance, which then permitted the ship to sale and now the receivers are asking me to direct that the collateral that had been posted in place of the whole ship and its bunkers be entrusted to the Korean receivers for determination by the Korean court of the claim that World Fuel Services would wish to assert.

There is a dispute as to the parties as to whether
World Fuel Services' claim, when heard in Korea, would be an
unsecured claim on the one hand, or would be secured on the
other. And I state, for the avoidance of doubt, that nobody
here in the United States is asking me or the Southern -excuse me -- Central District of California to determine the
exact amount of the World Fuel Services' claim or whether it is
secured on the one hand or unsecured on the other.

The order that is requested from me would be without prejudice of the rights of either side to argue what it wishes

to argue and most significantly, without prejudice to the rights of World Fuel Services to argue to the Korea court that its attachment was valid, even though it would at least seem, if not be undisputed, that World Fuel Services got its attachment in violation of Korean law, which like American law, would say that you can't grab assets of a debtor after the filing of a petition to try to get a leg up against fellow creditors.

This issue ultimately, of course, is one as to the comity, that we grant to the foreign courts in their insolvency proceedings and the extent to which U.S. courts would be used as a means to get for one creditor to get a leg up against other creditors.

Now this is a Chapter 15 case. Chapter 15s are heard, since 2005, under a statutory scheme that in some respects has common principles but in several respects has different mechanics than the law we had prior to 2005 when U.S. courts used to implement their comity in favor of foreign jurisdictions under old Section 304 of the Code.

The Second Circuit, in its decisions in Cunard and Vitrix, both of which were 305 decisions rather than 15 -- Chapter 15 decisions, rather than 1521 decisions in particular, emphasized how we U.S. courts grant comity to the insolvency proceedings in foreign courts to help those foreign courts secure a quality of treatment amongst all of the creditors that

1 are before them.

There are occasional exceptions where those foreign courts don't grant the same fair treatment of creditors that we're used to. But there has been understandably no contention here that the courts of South Korea are in that category.

So then we deal with whether, with the enactment of Chapter 15, there was any intent by Congress to change the comity that we accord foreign proceedings and, of course, we know that the purpose of Chapter 15, as articulated in Section 1501 of the Code, underscores its purpose to provide cooperation between the courts of the U.S. and the courts and other competent authorities of foreign countries involved in cross-border insolvency cases.

Then when we go, as I normally do, to textual analysis, we know that one change between 304 proceedings, on the one hand, and Chapter 15 cases on the other, is that now under Chapter 15 recognition is what amounts to the entry point into the U.S. courts. And that the hands of a prospective Chapter 15 representative are tied until recognition is obtained. It's for that reason that we have 1519 interim relief which prevents creditors, like World Fuel Services, from grabbing assets but which limits the ability of a Chapter 15 representative to fully appear in the U.S. courts until recognition is obtained. That recognition was obtained later but it wasn't obtained, nor could it be obtained, for several

weeks after the filing of the Chapter 15 case here.

Now I said that I was granting the relief sought in substance but I was using the articulation used by Judge Glenn. Judge Glenn relied, properly in my view, in fact it's the traditional way of doing it, on 1521(a)(5) of the Code and 1521(b). 1521(a)(5) says that, "Upon recognition of a foreign proceeding, whether main," and I say parenthetically that we have a main recognition here, "where necessary to effectuate the purpose of Chapter 15 and to protect the interests of the creditors," that, of course, is all of Korea Line's creditors, "the Court may, at the request of the foreign representative, grant any appropriate relief including (5) and trusting the administration or realization of all or part of the debtors' assets within the territorial jurisdiction of the U.S. to the foreign representative".

Likewise (b) of 1521 provides, "Upon recognition of a foreign proceeding, whether main or non-main, the Court may, at the request of the foreign representative, entrust the distribution of all or part of the debtors assets, located in the U.S., to the foreign representative provided that the court is satisfied that the interests of creditors in the U.S. are sufficiently protected".

I need not decide, and do not decide today, whether I would have a different rule of law for U.S. creditors on the one hand or those that are merely foreign creditors on the

other, who have somehow secured jurisdiction in the U.S. courts. Frankly, and I'll admit that this is rank dictum, I would be uncomfortable about giving a leg up to U.S. creditors over foreign creditors by reason of the happenstance of their grabbing assets in the U.S. But I don't need to confront that issue here because World Fuel Services is not a U.S. creditor.

I would, of course, be concerned if U.S. creditors didn't get a fair shake in the foreign jurisdiction. But again, there's been no contention here that that's so and that issue isn't before me.

So then we get to the underlying law as to whether, in the interest of comity, we provide assistance to the Korean courts in this post-304 era, just as the Second Circuit told us to do in the pre-Chapter 15 era in Cunard and Vitrix, and I hold that we do. But of course I'm breaking no ground because that's exactly what Judge Glenn said in Atlas and what Judge Leisure said in Britannia Bulkers.

Now to be sure, those cases evolved out of a context slightly different then that which we have here, because they represented manifestations of a practice, some would say an ugly or infamous practice, of intercepting electronic transfers to enforce admiralty claims. And here we had a different practice, which was attaching the bunkers, and therefore the ship, which in some respects is different mechanically and which, at the risk of stating the obvious, is much more

Draconian to a debtor running a shipping company. You're freezing the whole, put in your own adjective, ship to collect this unsecured claim.

The effect upon the reorganization, whether that reorganization were taking place in the U.S. on the one hand or in Korea on the other is obvious. And in reality, and we courts like to look at reality, with having its ship frozen, not being able to appear in any U.S. court other than the federal bankruptcy court in the Southern District of New York because of the way Chapter 15 is now structured, having its hands tied the receivers here had a gun to their head and as a consequence they substituted collateral. So we could, at least, get that ship moving again in international commerce and permit value to be maximized for the entirety of Korea Lines' creditor community and not just the favored creditor or creditors who could proceed with the attachment.

At the risk of stating the obvious, attaching assets so that one creditor can get a leg up against all of the other creditors is an anathema under U.S. law and under Korea law.

And when the Korean courts prohibit that, we are not only not acting contrary to Korea law or U.S. law, we are implementing important values shared by the law of both countries.

Now this would be a blue Buick, a case exactly on point under Atlas Lines and under Britannia Bulkers, save and except only for the one fact that here the receivers, with the

gun to their head, had to substitute collateral. That's a distinction without a difference.

We are faced here with a situation where simply the collateral has been substituted, one for the other but the spirit, if not the letter of Cunard, Vitrix as well as Atlas and Britannia Bulkers tell us that we're not going to allow the happenstance of the gun to the head, especially when, A, Korea Lines' receivers could not appear in the Central District of California until they were recognized here in the U.S. in Chapter 15, B, because there is a full reservation of rights and C, because the receivers here expressly reserve their rights. The same principles that caused the entrusting by Judge Glenn there result in the same relief granted here.

Lastly, and I apologize if the order is imperfect because I've been speaking off notes rather than a script, I do emphasize that if and to the extent World Fuel Services wants to make these arguments in Korea, that it's having secured an attachment there, albeit in violation of Korea law, gave it secured status in Korea, it is free to do that.

I am not deciding any questions of Korea law. I am not deciding the extent, if any, to which World Fuel Services has a secured claim in contrast to an unsecured claim. I am not deciding the extent, if any, to which it should get special treatment vis-a-vis the claim of 18,000 dollars, or thereabouts, for the costs associated with the attachment and

putting cash into what we have referred to in shorthand as custodia legis expenses.

I also state, for the avoidance of doubt, that I'm not telling my colleague, especially a Chapter 13 colleague in the Central District of California what to do. Nothing in my order granting this entrusting breaches an order out of the Central District of California.

Whenever a court uses the words and/or it does place a certain ambiguity into the order, no doubt because that was the order that was presented to the California court, but even if it's otherwise, I have confidence that given the principles of comity, the principles of avoiding the favoritism of one creditor against all creditors and the backdrop of the decisions of Atlas and Britannia Bulkers by Judges Glenn and Leisure, respectively. I have substantial comfort that I'm not creating a war between this district and the Central District of California.

For the foregoing reasons the debtors are to look over their proposed order to ensure that it doesn't say turnover and that instead it stays entrusting. That avoids the need for me to wrestle with whether an adversary proceeding would be required and more comfortably fits with the earlier holdings in this area and the language of the code. The statutory predicates for this relief are 1521(a)(5) and 1521(b).

As in Atlas, I'm authorizing the entrusting of the

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1	substitute collateral that was previously posted in the Central
2	District of California to the receivers here, subject to the
3	further order of the Korean court. If either side wants to
4	appeal I do, as I indicated, reserve the right to supplement
5	this because I've used shorthand that's familiar to bankruptcy
6	judges, which may not be as familiar to judges who don't deal
7	with this all the time.
8	But this, gentlemen, frankly is a no-brainer, one of
9	the easiest decisions I've had in a while in the Chapter 15
10	area or otherwise.
11	Mr. Power, you are to settle an order in accordance
12	with the foregoing on no less than one calendar week's notice
13	by hand, fax or e-mail and you're to add an extra week if you
14	elect to settle the order by snail mail.
15	Not by way of re-argument, are there any open issues?
16	First you, Mr. Power.
17	MR. POWER: No, Your Honor.
18	THE COURT: Mr. Simms?
19	MR. SIMMS: No, sir.
20	THE COURT: Very well. Thank you, gentlemen. Have a
21	good day.
22	MR. SIMMS: Thank you.
23	(Whereupon these proceedings were concluded at 11:32 AM)
24	

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